



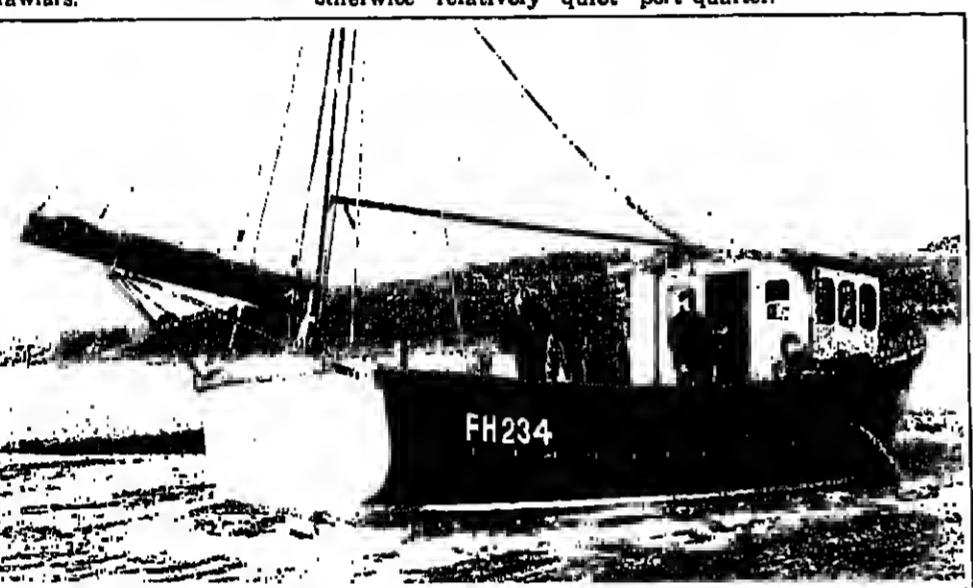
## Trawlers CREW ESCAPES on strike 'CHOP' ERROR

ON TOP of the fight with Britain the Icelandic Government has another fishing battle on hand — this time with its own trawlers.

A row over wages has provoked a strike among the Icelandic fleet, which is spreading into a national stoppage of all organized labour.

Iceland's fishermen are reported to be caught between declining catches and soaring inflation. The fishermen have remained in port since last Saturday, and the general strike was expected to start this week.

THE THIRD 32-footer *Cygnus* of Falmouth has built for members of Flushing co-op started work last week. Named *Bri-Ai-En* (FH234), she is the first *Cygnus* to be completed with the fish hold rounded out for summer white fishing. She will work mackerel in winter and long-lines in summer. John Cock owns *Bri-Ai-En* (right), which has a green hull and is powered by a Ford Sabre 108 hp diesel driving through a PRM 2:1 reduction gearbox. She has a Saewinoh Typa IC line hauler/septan, plus Giespette sounder, Westminister VHF, Dacor Mk.21 Navigator and Sestrel Major compass. Twin bunks are fitted forward. The first *Cygnus* GM30 hull has now been moulded.



## NOTICE

**Voluntary Arrangement for Temporary Aid to Small Boats, etc. in respect of period 1st January-30th June, 1975**

NOT SEPTEMBER AS STATED IN LAST WEEK'S ADVERTISEMENT

### DISBURSEMENT OF FUND

Owners/part owners of EITHER Scottish inshore fishing boats under 40 registered length OR of Scottish shell fish fishing boats over that length who were not entitled to subsidy for the above period as the weight of their shell fish catch exceeded that of their white fish and/or herring catch during said period, wishing to participate in the disbursement of this fund must submit their claim in writing so as to reach the subcommittee by not later than 1st March, 1976.

Claims received thereafter will not be entertained.

Claimants who must be full time fishermen must state:

1. Their full name and address.
2. Name, port of registry, fishing number and registered length of vessel.
3. For vessels of registered length 40' and over, total weight of (a) shell fish and (b) white fish and/or herring caught and landed in the six months ended 30th June, 1975.
4. Total complement of the vessel.
5. Port(s) of landing fish and total number of such landings during said period.

All claims received promptly will be vetted by a joint committee of the undominated Associations after which payment, of such amount as said joint committee shall in its sole discretion decide, will be made in respect of approved claims.

## BRANDER & CRUICKSHANK

**SECRETARIES,**  
The Scottish Herring Producers' Association Limited

The Scottish Inshore White Fish Producers' Association Limited

10 QUEEN'S TERRACE, ABERDEEN AB8 1QJ

## COMMENT

### No money to spin

IN YEARS gone by, our annual review of the top-scorning ships in the country went under the title of *The Moneyspinners*. For obvious reasons this is a thing of the past and this week the results for 1975 are under a rather more sober heading.

From almost every port the story is the same: outstanding performances by skippers, vessels and crews eroded away by costs. One thing is certain, the deepsea industry could not survive another year like the last and, yet, there is every prospect that things are going to get worse.

For fishermen there was an early warning of what 1976 might bring: the cut-back of Iceland is going to mean the loss of 400 jobs. For the owners, it means that a year without Government subsidy will not even allow the top ships to break even.

Last year, the Government subsidy was a lifeline for the deepsea industry. This year the economic conditions for fishing are still as gloomy, but the subsidy has been withdrawn. There is no logic at all in this kind of Government thinking, unless it is to be deduced that they went to preside over the end of British deepsea fishing.

The resumption of subsidy would only be considered, said the Minister of State for Fisheries and Agriculture, Edward Bishop, in the House of Commons last week, if an "overwhelming" case could be made by the industry. By this he was referring to projections being worked on by the British Trawlers' Federation.

We suggest Mr. Bishop reads our feature this week. He will have all the indications he needs that subsidy is a vital issue again.

## fishing news

Editor: Harry Barrett  
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2 February 1976

## Year after year after year

# SUCCESS



## Marconi Marine

'Fishgraph K' and 'Graphette K' were again the most consistently productive fishing echometers in 1975. Always among the top catchers and top grossers in every class, Marconi Marine fishing echometers continue their record of success — year after year after year!

### ABERDEEN

*Nairn Water*  
*Maureen June* (Skipper — T. Taylor)  
Owner: The John Wood Group Ltd.  
*Jesima* (Skipper — J. Duncan)  
Owner: The John Wood Group Ltd.  
*Sealover* (Skipper — William Walker)  
Owner: The John Wood Group Ltd.  
*Middle Water*

*Admiral Nelson* (Skipper — E. Pine)  
Owner: The John Wood Group Ltd.  
*Ben Heiern* (Skipper — A. Campbell)  
Owner: Richard Irvin and Sons Ltd.

*Distant Water*  
*Ben Birsieka* (Skipper — W. Fry)  
Owner: Richard Irvin & Sons Ltd.

**FLEETWOOD**  
*Grosing*  
*Ross Meldard* (Skipper — E. Wood)  
Owner: Grilse United Trawlers Ltd.

**HULL**  
*Olestone Water Challenge Cup*  
*Lord St. Vincent* (Skipper — B. Simpson and D. Grawe)  
Owner: Huller Brothers Ltd.  
*Ross Consul* (Skipper — M. F. Redfern)  
Owner: Hudson Brothers Trawlers Ltd.  
*Sovereign of the Seas*  
(Skipper — F. E. Waddington)  
Owner: Howlington Steam Trawling Co. Ltd.

**NORTH SHIELDS**  
*Grosing*  
*Ban Chauru* (Skipper — T. F. Jameson)  
Owner: Richard Irvin & Sons Ltd.

**LOWESTOFT**  
*Suffolk Challenger* (Skipper — R. D. Atkinson)  
Owner: Small & Co. (Lowestoft) Ltd.  
*Suffolk Venturer* (Skipper — J. Peck)  
Owner: Small & Co. (Lowestoft) Ltd.

**GRANTON**  
*Grosing*  
*Ross Meldard* (Skipper — E. Wood)  
Owner: Grilse United Trawlers Ltd.

**HULL**  
*Olestone Water Challenge Cup*  
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Owner: Hudson Brothers Trawlers Ltd.  
*Sovereign of the Seas*  
(Skipper — F. E. Waddington)  
Owner: Howlington Steam Trawling Co. Ltd.

**MILFORD HAVEN**  
*Brenda Wilson* (Skipper — R. Evans)  
Owner: Hubert Jones Ltd.  
*Pictorial Eagle* (Skipper — J. Brodie)  
Owner: Noland Trawlers Ltd.  
*Rosemary* (Skipper — A. Simpson)  
Owner: Noland Trawlers Ltd.

**WYRE EYES LAID-UP SCOTS SHIPS**

Every one of these boats used Marconi Marine fishing echometers. With final placings still awaited, these are certainly among the top names of 1975.

**Congratulations to all Top Skippers and Top Boats**

## Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.  
Chelmsford, Essex, England  
Tel (0245) 61701 Telex 99228 · A GEC-Marconi Electronics Company



**Norwegian escorted in**  
SHETLAND lifeboat was called out and helicopters alerted at the weekend when a Norwegian liner reported she was sinking 15 miles north west of Foula.

The 95ft *Leesound* was leaking in the hull where echo sounding gear is fitted, and the mayday was called off when the leak was located.

The British trawler *Gull*, which had steamed from a position 50 miles away, was only 20 minutes from the Norwegian boat when she was told her services would not be required. Another Norwegian fishing boat was diverting to escort *Leesound* into Scalloway harbour.

## LOSSIE DRUMS

**IN** *Fishing News* last week it was reported that the Peterhead seiner *Illustrious* had been fitted with rope drums at a cost of £8,000.

We would like to make it clear that this figure included installation charges. The price of the drums was £4,500 and we apologise for any confusion this report may have caused.

A new boat being built at Herd Head MacKenzie of Buckie for local fisherman, 'Billy' Humphries, is also fitting Lossie drums. She is a 75ft wooden-hulled seiner.

Agent for Lossie Hydraulics in England is James Talbot at Wolsend. He can be contacted at Wallend 823838.

# PURSER 'BAN' IS REJECTED

THE GOVERNMENT has refused to restrict purse seining for mackerel off Cornwall and Devon.

Robert Hicks, Conservative MP for Bodmin, had demanded a ban on purse seining and also called for a temporary restriction on all vessels over 50ft, pending an inquiry into the area's problems.

Edward Bishop, Minister of State for Agriculture and Fisheries, in a written reply, says there are no plans to restrict the excess either of numbers or of classes of vessels, or to outlaw particular types of fishing gear in the fishery.

"The Government's powers to act in this way are limited to cases where there is a conservation need."

The mackerel working group of ICES is meeting next month to assess western-mackerel stocks, also recommend to the North-East Atlantic Fisheries Commission conservation catch quotas.

After several days of poor weather the Cornish mackerel fleet was busy again at the weekend.

But the biggest landing came from the record holder *Gellie Rose*, the Scottish purse seiner, with a heavy tonnage of mackerel landed at Penzance.

There were some 170 boats in Newlyn harbour on Saturday.



## CRABBERS' BALL AID

**SOUTH** Devon Shellfishermen Ltd. is holding its annual Crabbers' Ball at the Seymour Hotel, Totnes, on Friday, February 27.

This year's raffle is being held in aid of member, Eric Distin, who lost an arm in an accident at sea last autumn.

markets, which are badly glutted and the prices are going down. Control is needed now."

The secretaries of the Newlyn and Mousehole Fishermen's Association, Mrs. Daphne Lawry, admitted that the season had been poor.

They had made a living wage, but needed more than this to compensate for the lean times in the spring and autumn.

"It is very worrying," said Mrs. Lawry. "Not only are we catching too many mackerel for the stocks, but also for the

including more than 900 of cod, which sold for £23,771.

Earlier in the week there was also a good grossing for the small stern trawler *Boston Stirling* (Skipper Bill Bridge) which made £17,806 from 943 kits.

Top ship honours for the week went to the large *Gavia*-type stern trawler *Irene* (Skipper Gordon Wignall). She worked off Iceland catching 1,399 kits, including 20 of hake, 20 cod, three of coley and 353 roker, for a grossing of £24,931.

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It was a bleak week for the inshore fleet. The boats were again hit by bad weather.

## Smaller ship pays off

**AN INJURED** Fleetwood fisherman was refused permission to be landed at Iceland last week, but, after diplomatic activity,

He was transferred to the support vessel *House* where a doctor decided that he should be landed in Iceland. The Icelanders refused to allow him to be landed, so *House* began to make for the Faroe Islands.

Then the Icelanders changed their minds and *House* turned back to Iceland and landed Mr. Sullivan at Neskaupstadur, from where he was taken to hospital. His condition was later said to be satisfactory.

Mr. Sullivan is originally a Swede man and, before entering the fishing industry, served for several years on Merchant Navy vessels.

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**Firemen save sinking boat**

**FIREMEN** went by sea to Newlyn when the 50ft Porthleven mackerel fishing boat *Melanie Clore* was sinking on Sunday.

They were taken out into the middle of the harbour where the boat was going down from a leak below the waterline, just before a planned fishing trip.

Penzance firemen pumped the water out and the boat is being repaired.

## PORT CUTS FISH DUES

**PROPOSED** increases of 25 per cent in harbour dues for fishermen at Scarborough are to be cut.

The decision has been made by the port's harbour committee following protests by fishermen that the original increase would lead to crisis in the industry.

A cut of one half pence in the pound off fish landing dues has been decided following an allocation of £6,000 to the harbour committee by the policy and resources committee.

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## Going Dutch

THE WHITE Fish Authority is organising an Export Trade Mission of UK fish and shellfish merchants and processors to visit the Netherlands from May 1 to May 6.

This follows the successful venture in France and Germany last year.

They plan to visit the principle fish markets and at least one major Dutch fish processing plant. Overnight stays are at The Hague, Haarlem, Kampen and Amsterdam, in addition to calls at Scheveningen, IJmuiden.

Harlingen and Urk. A representative of the WFA trade office, who will be leading the mission, said: "They will discuss the prospects and means of expanding British fish sales to the Netherlands."

The Hull-based Humber Engineering Co. Ltd., part of the BUT Group since 1970, is to close down.

No date has been set, but 276 employees will be affected.

It is understood that every effort is being made to ensure an orderly run-down of the company's activities and that, in view of pending discussions with the general recession in the United Kingdom and the acute difficulties in obtaining sufficient alternative work in this locality, these efforts

have not been successful.

Arrangements are now in hand for consultations with trade union and staff representatives and the appropriate Government departments."

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# NEW

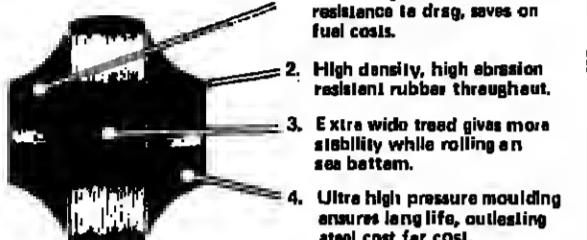
for large trawlers and freezer trawlers on heavy grounds

## TEAL

semi-spherical and solid bunt

### GROUND ROPE BOBBINS

in heavy duty rubber



— and there are 6 more good reasons for specifying TEAL —

TEAL Bobbins make less noise than steel ones on the sea bed.

Damage to deck end plates is eliminated.

TEAL Bobbins can be rebult after wear reduces size for practical use at sea.

TEAL bobbins are unaffected by sea water.

Steel centres available (but not really required in view of the extra hard wearing qualities of new TEAL rubber mouldings).

#### TEAL BOBBINS SAVE TIME AT SEA

Because of the wide body a new rig can be assembled in a quarter of the time needed for a conventional rig.

The TEAL range also includes wheel-type bobbins — heavy construction for near water trawlers, extra heavy for distant water trawlers — and bunt bobbins for use on all trawlers on the wing or bunt.

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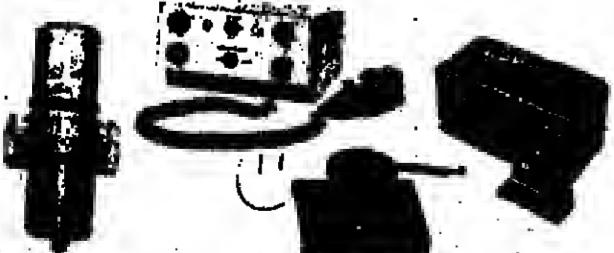
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# Can plastic pots cope?

## John Burgess' Log

"WE ARE sick and tired of mending creels made with cane bows and cross sticks."

"Do you know whether the all-plastic Kavel and Venor pots are as durable as they are claimed to be and how they fish compared to an East Coaster?"

"I have a lot of evidence which shows that Kavel pots are very durable and that Venor pots can be made adequately durable."

"I received a letter from a lobster fisherman on the west coast of Scotland not so long ago who was using Kavel pots. In it he wrote: 'When we started to use them we experienced difficulty in securing pre-cast concrete ballast weights properly. The result was that they broke and the pots were washed ashore.'

"There they were subjected to the most terrific batterings, yet we repeatedly retrieved them from rocky shores and houlder strewn beaches more or less undamaged."

"Their design and the resilience of the polythene with which they are made enabled them to survive in places where ordinary shoes are soon cut to ribbons. Components of those that were damaged were easily and quickly replaced."

"I received another letter from a lobster fisherman in Donegal. He wrote: 'We have had considerable experience of Venor pots on the north Donegal coast over the past three seasons and our conclusions are to the effect that, as far as basic design is concerned, these are probably the most efficient pots available.'

"They have, however, one fault, resulting from the vulnerability of the plastic at the lower edge which retains the weighted base."

"In areas where swell is a factor, this part cheesethrough quickly unless a 1 in. diameter rope is whipped around it."

"As regards their effectiveness for catching lobsters and crabs, the Scotsman had this to say about his pots: 'Kavel pots have the merit of allowing lobsters of 7in. long or less to escape through the spaces between the slats. And I would say that they fish better than most types of pot or creel.'

"Lest Friday we caught 25 lobsters in 18 pots of 25 pot fleet. Except for Mondays, when pots have been fishing over the weekend, our daily catch averages 50 just now. During the last month, Monday catches have been 74, 65, 97 and 73 lobsters."

"Evidence about the effectiveness of Venor pots is contained in a Resource Record Paper called 'Cob and Lobster Fishing Trials off South East Ireland'.

"The paper was written by Dr Eric Edwards and K. D. Weind and published by The Fisheries Development Division of the Irish Sea Fisheries Board."

"Having made some comparative fishing trials with seven different types of trap off the south coast of Ireland, trials showed a trap called a Kilmore Quay pot to be the most efficient, the authors later decided to use Venor pots against Kilmore Quay pots."

"It is possible that the Pocketson VHF set, made by Mercon Marine, Electric House, West Kingskerswell, can be fitted with all the channels you list."

1. New design offers less resistance to drag, saves on fuel costs.

2. High density, high abrasion resistant rubber throughout.

3. Extra wide tread gives more stability while rolling on sea bottom.

4. Ultra high pressure moulding assures long life, outlasting steel cast for cost.

— and there are 6 more good reasons for specifying TEAL —

TEAL SOLID BUNT BOBBINS

— the ultimate in heavy duty bunts

TEAL bobbins are unaffected by sea water.

Steel centres available (but not really required in view of the extra hard wearing qualities of new TEAL rubber mouldings).

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## ROBUST MOTOR BOAT

"WE ARE in need of a robust, motor boat, about 16ft. long — one can use as a tender, for laying moorings and for working gill and trawl nets."

"Can you make any suggestions as to which of many stock boats are available would be most suitable?"

"One host which might suit you very well is being produced by C. H. Fox and Sons in Ipswich. It has GRP and is known as the Fisherwoman Mk II. Its overall length is 16 ft. and it has a beam of 5 ft."

"Gumwales are made of laminated mahogany, and bilge keels consist of teak bulkheads and side beams or iroko or mahogany."

"You could inspect it; for a trial run in this boat the Firm's Halifax Bay Works, Wethersfield, Ipswich.

"Another stock boat which might suit you is built to order."

"It is 15 ft long and is built as the Macho 15, built by McAlister Carval Ltd, Matthews Lane, East Bold, Hampshire. It has plenty of open space forward of deck and stern thwart for working."

"The next fact is that the Board's regulations is to charge fishing industry as a whole is the correct price, but involves fighting to survive, each faction buys for 70 per cent of the best it can regardless of who else gets hurt. This could certainly account for us losing some of our markets."

"Can any of us really afford such a cut price war? I cannot see the Scottish fleet letting us develop our marketing and do it to them in their home catching power together, all waters."

"Another point not generally known is that last October the Government had, as such, a financial interest in the behaviour of some操心 beyond belief with Scottish boats selling frost

FEAGA grants/loans. Herring industry, Board grants/loans. The result was that they made

Highlands and Island Development Board grants/loans end, meant to have this stopped.

"They also personally told

"Their herring fleet has some of our members that they developed some magnificent were standing by and at six

years old, and, between hours' notice, could blockade themselves and foreign purse all imports of British fish to

sealine fleets, have in three EEC countries from the Baltic years destroyed the stocks to the Adriatic. And, if we were built to catch. As a result did not stop the Scottish boats

they are grossly over capitalized from selling at those ridiculous

ad and in one hell of a mess price, they would do so.

"Through the South Western

They have our sympathy, but Fish Producer Organisation and we are not going to sacrifice the local MAFF officials, we our livelihoods to sustain their stopped these Scottish boats.

Much of the blame must rest, few people realize the industry with successive governments which haveing all its continental markets created this situation.

due to these few Scottish

Tony Atkinson sale out our boats

problems over orders. For our road transport is

marketing and the intervention another aggravation if we have Board very well. As fisherman to send large quantities for fish

we are used to competing in mesh. There are not enough the open market and, normally, suitable lorries available; we

we are competing over prices, already draw from a 200-mile

In this case the Scots are now competing with us for the same radius; and on "Black Friday" we supplied the total fish mesh

requirements for that day. Without the orders and fresh imagination what it would be like if we had a large increase in the market, we lose the lot.

Our local district fisheries officers assure us that we land as withdrawn, with fish being good and, frequently, better quality oven for fish meal.

February 8 issue of Fishing

News (Dutch dumping story) says merchants will not pay

£22 for 10 tonnes of pleats

when they can buy Dutch at £16. I reckon that works out at 16.7p per lb. and 11.4p per lb.

respectively. On February 18 I

bought 11oz. of pleats from the

"cheap" wet fish stall on our

market at a cost of 80p, or

72.7p per lb.

February 13 issue (Fish and

chipboard story) I read

"fish" octopus have maintained

## LETTERS

"SIR, IT IS difficult to be brief when writing about so complex a problem as mackerel fishing off Cornwall. Unfortunately, there are fishing politics and national politics at work."

"For example: our Government cannot afford to lose Scottish supporters to the Scottish Nationalist Party as it would cost too many seats, whereas in our area it can only lose one seat. Therefore, it is politically expedient for the Government to sacrifice the south western fleet in favour of the international marketing connection; secondly, boats such as the *Gallo Rosa* apparently era."

"The owners of the purse vessel *Orsina* ask for facts; the above is one of these facts. If we read their statement in *Fishing News* (January 30) correctly, they are now implying legal action against those of us who choose publish such facts. Be that as it may, I feel obliged to another Scottish skipper who has been out with a purse vessel *Orsina*, Dick Spencer, skipper of *Orsina*, with whom we have discussed our mutual catching and handling problems and with whom we got on very well, will I am sure — confirm that *Orsina* has not been involved in any legal action.

"The next fact is that the Board's regulations is to charge fishing industry as a whole is the correct price, but involves fighting to survive, each faction buys for 70 per cent of the best it can regardless of who else gets hurt. This could certainly account for us losing some of our markets."

"The south western mackerel fleet has grown from nothing, see the Scottish fleet letting us develop our marketing and do it to them in their home catching power together, all waters."

"Another point not generally known is that last October the Government had, as such, a financial interest in the behaviour of some操心 beyond belief with Scottish boats selling frost

FEAGA grants/loans. Herring industry, Board grants/loans. The result was that they made

Highlands and Island Development Board grants/loans end, meant to have this stopped.

"They also personally told

"Their herring fleet has some of our members that they developed some magnificent were standing by and at six

years old, and, between hours' notice, could blockade themselves and foreign purse all imports of British fish to

sealine fleets, have in three EEC countries from the Baltic years destroyed the stocks to the Adriatic. And, if we were built to catch. As a result did not stop the Scottish boats

they are grossly over capitalized from selling at those ridiculous

ad and in one hell of a mess price, they would do so.

"Through the South Western

They have our sympathy, but Fish Producer Organisation and we are not going to sacrifice the local MAFF officials, we our livelihoods to sustain their stopped these Scottish boats.

Much of the blame must rest, few people realize the industry with successive governments which haveing all its continental markets created this situation.

due to these few Scottish

Tony Atkinson sale out our boats

problems over orders. For our road transport is

marketing and the intervention another aggravation if we have

Board very well. As fisherman to send large quantities for fish

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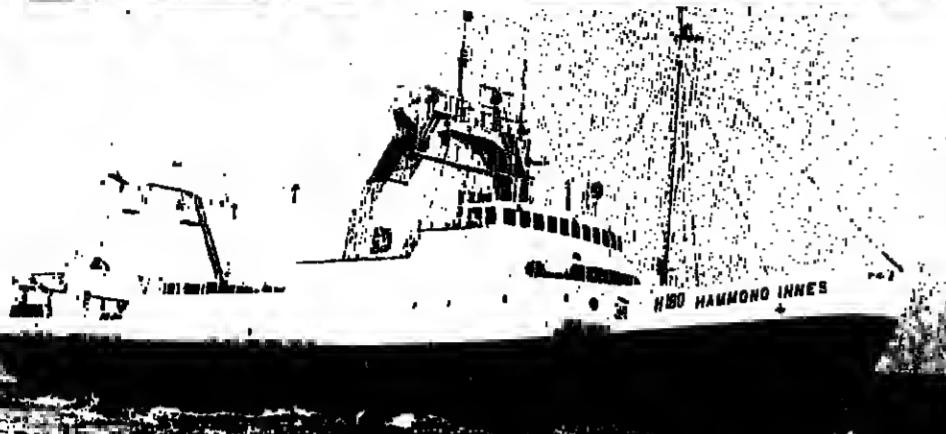
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"cheap" wet fish stall on our</p

# TOP SHIPS OF '75



Catches and earnings by Newington's *Hammond Innes* during 1975. She landed 13 trips at Hull and spent 298 days at sea. She caught a total of 36,783 kits to gross £539,289, attaining a daily average of £1,809.7.

January 8	White Sea, 25 days (C. Dunn)	2,182 kits	£41,699
February 4	Norwegian Coast, 25 days (R. Taylor)	4,342 kits	£59,767
February 26	Norwegian Coast, 20 days (R. Taylor)	3,025 kits	£41,657
March 24	Norwegian Coast, 24 days (R. Taylor)	3,260 kits	£47,212
April 26	Bear Island/N.C. 22 days (R. Taylor)	2,349 kits	£24,349
May 30	White Sea, 22 days (R. Taylor)	3,442 kits	£46,687
June 23	Iceland, 20 days (R. Taylor)	2,484 kits	£38,677
July 16	Iceland, 21 days (B. Taylor)	2,342 kits	£33,459
August 12	Iceland, 24 days (B. Taylor)	3,538 kits	£38,194
September 4	Iceland, 21 days (R. Taylor)	2,423 kits	£37,405
October 8	Iceland, 23 days (R. Taylor)	1,471 kits	£30,703
November 6	White Sea, 26 days (R. Taylor)	2,474 kits	£48,800
December 3	Bear Island, 25 days (R. Taylor)	2,450 kits	£52,900

1975 Hull Distant Water Challenge Shield top 20 (figures in brackets are last year's position, catch and points):

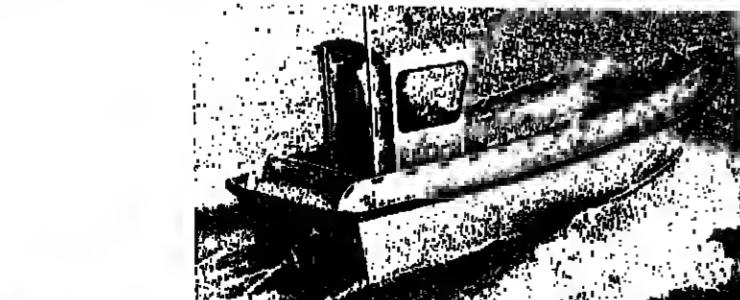
		Kits landed	Points
1. (1) <i>Hammond Innes</i> (Newington)	38,702	(31,275)	42,982 (38,472)
2. (4) <i>Ross Orion</i> (BUT)	33,068	(28,637)	37,217 (30,712)
3. (4) <i>Ross Canaveral</i> (BUT)	25,877	(21,225)	34,341 (19,342)
4. (5) <i>Somerset Mougham</i> (Newington)	32,433	(28,732)	34,009 (29,955)
5. (34) <i>Lord St. Vincent</i> (BUT)	28,218	(18,594)	33,746 (19,174)
6. (2) <i>C. S. Forester</i> (Newington)	29,246	(31,810)	33,633 (32,360)
7. (13) <i>Arctic Cruiser</i> (Boyd)	27,827	(26,611)	30,300 (26,968)
8. (16) <i>St. Gertrude</i> (Hamling)	26,340	(23,758)	29,030 (21,284)
9. (3) <i>Westella</i> (Marr)	25,513	(30,915)	28,792 (31,133)
10. (28) <i>St. Giles</i> (Hamling)	24,022	(22,056)	28,735 (22,766)
11. (32) <i>Ross Tranglor</i> (BUT)	22,312	(21,306)	28,102 (22,356)
12. (10) <i>Arctic Corsair</i> (Boyd)	24,818	(28,509)	28,095 (27,724)
13. (17) <i>Loch Eriboll</i> (BUT)	22,673	(24,511)	27,406 (26,712)
14. (45) <i>Joseph Conrad</i> (Newington)	23,403	(19,895)	27,218 (18,197)
15. (9) <i>Ross Altair</i> (BUT)	22,581	(27,650)	27,126 (27,973)
16. (7) <i>St. Dominic</i> (Hamling)	23,977	(29,456)	26,846 (28,064)
17. (8) <i>Ross Sirius</i> (BUT)	22,042	(28,027)	26,763 (28,439)
18. (16) <i>Arctic Vindol</i> (Boyd)	21,411	(26,198)	26,323 (26,778)
19. (35) <i>Kingston Sapphire</i> (BUT)	20,058	(19,078)	25,611 (21,394)
20. (14) <i>Kingston Beryl</i> (BUT)	22,616	(26,249)	25,506 (26,872)

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'Little profit after Innes' £1/2m year.

"THERE wasn't much to put in the bank", said Mike Burton, chairman of Newington Trawlers, after his ship *Hammond Innes* had become the first British wet fish trawler to earn more than £1 million in a year.

"Hammond Innes paid her way, but she's a fairly new ship carrying heavy interest and depreciation charges", he said.

The top earning — and catching — wet fish stern trawler in the British fleet, the Hull-based *Hammond Innes* bettered her 1974 performance by grossing £539,289 for 36,783 kits caught during a sentinel of 298 days (see trip table).

In 1974 she grossed £48,778 for 31,296 kits, which gave her average daily earnings of £1,693.5. Last year her daily average shot up to £1,809.7 — an outstanding achievement.

She sailed (3 trips last year (one more than in 1974), but it is estimated that she would have needed to enter another £10,000 to keep pace with British inflation!

Most credit for the ship's fantastic performance must go to Skipper Dick Taylor who, before exchanging commands with Skipper Bill Brettell last year, was with C. S. Forester, Newington's other wet fish stern trawler.

Dick Taylor took out *Hammond Innes* on 10 of her 13 trips, the relief skipper being his brother Brian Taylor (twice) and Colin Dunn (once).

Her closest challenger last year was BUT's sidewinder *Ross Orion*. She finished as a worthy runner up after taking fourth place in 1974.

The regular skipper last year was BUT's side-winder *Ross Orion*. She finished as a worthy runner up after taking fourth place in 1974.

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On December 3 Skipper Bill Brettell rejoined *Hammond Innes* with which, in

BUT's Hull-based *Norse* is being tipped as the winner of your Dolphin bowl national freezer trawler contest.

February 1974, he had set up the present national trip earnings record of £73,824 for 4,490 kits.

*Hammond Innes* has won the port shield two years running, being continuously in the lead in this wet fishing handicap event which takes into account average speeds of vessels, as well as catches and grossings.

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On December 3 Skipper Bill Brettell rejoined *Hammond Innes* with which, in

the outcome of Dolphin Bowl competition from Hull and Fleetwood is yet to be known.

Early this month *Norse* which sailed December were still in command of these six wins.

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Top: Britain's biggest trawler *Rosa Revenge* in Grimsby's leading wet-fisher with catches worth £460,203. Above: *Francis Bojan*, plying with Skerries, earned a fantastic £328,644. Above right: *Yesso* — top in Grimsby's 120-130 ft. class. Right: *Ross Zebra* — king of the middle water trawlers.

scrap, and the three others were still on BUT's books at the year's end.

The motor trawlers completed 317 trips, the six working steamers 86 trips and the unlucky 13 managed only 22 trips before the axe fell.

*Ross Revenge* earned £460,203 from 30,351 kits caught during 14 trips. This was £482 kits up on 1974.

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BRITAIN'S biggest side trawler *Rosa Revenge* is back on top at Grimsby after taking second place in 1974 to *Boston Corouche*.

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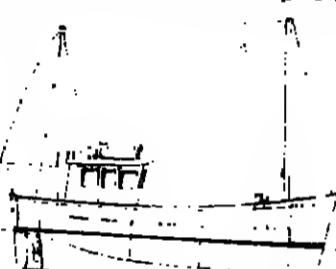
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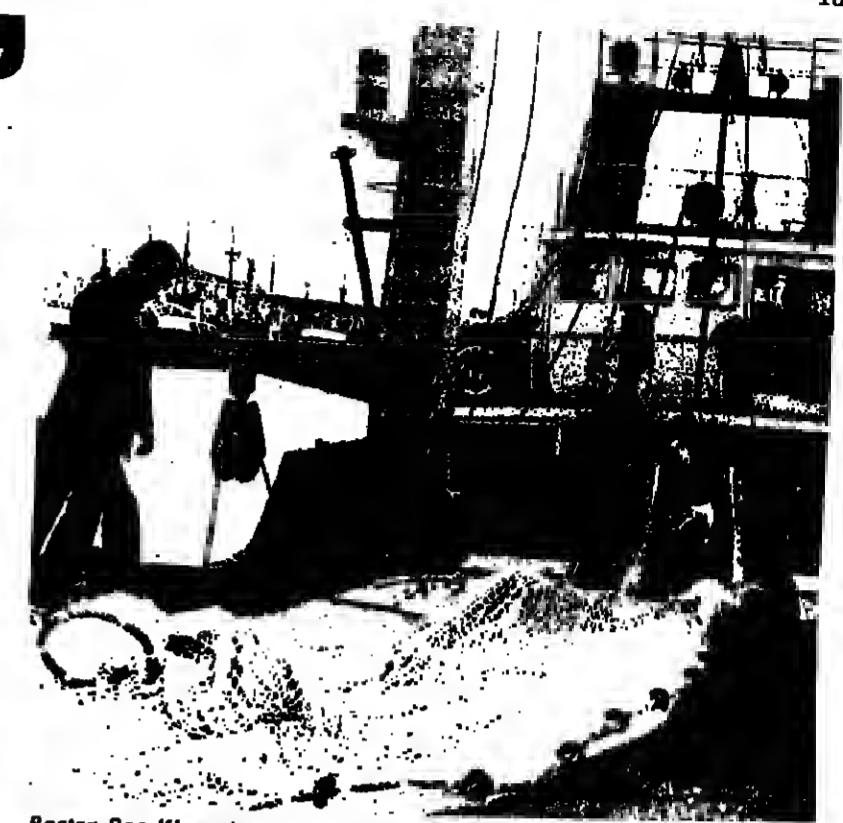
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# OUT OF 'SEA DART' CAME 'SEA KING'

February 20, 1976

February 20, 1976

FISHING NEWS



Boston Sea King takes on a trawl at Lowestoft. She completed her maiden trip earlier this month and grossed £8,010 under Paul Meen, six-skippers of

Left end above: Boston Sea King, the first of three stern trawlers for Lowestoft, could be the shape of Britain's trawling future. The 85-footer is based on the 118 ft. Boston Sea Dart class and is the result of co-operation between the Boston Group and the Industrial Development Unit of the White Fish Authority.

main trawl winch, with each drum having a capacity of 273 fathoms of 2½ in. circ. warp incorporating a Lebus spooling system.

The main winch has a maximum pull in excess of eight tons, with a mean pull of approximately five tons, and is controlled pneumatically from the wheelhouse. Included in the auxiliary machinery is a single net drum with de-clutchable main drum and two warping ends — this can either be controlled from the wheelhouse or locally.

The vessel's electronic outfit includes a Decca Mk. 21 Navigator including an associated marine automatic plotter, a Decca RM916 radar and a Decca autopilot type 450 incorporating tiller follow-up and watch alarm facilities.

All communications equipment is by Marconi and includes a 400W. SSB radio, telephone type T122/R105; Corvette type 225 VHF; Warden III watchkeeping receiver; Fishgraph K and Graphette K echo sounders; Calliboy Mariner 16; lifeboat set and a Minicall talk-back panel and Herald sound reproduction and orders system.

The wheelhouse also contains the central alarm system for the un-manned machinery space and control panels for the accommodation and engineer room fire detection equipment.

In command of this fine addition to the Boston fleet is Paul Meen, a man with considerable experience of stern trawling. He was formerly in command of Boston Sea Dart, and with this vessel became top skipper in 1974 at Lowestoft.

Skipper Meen and Boston Sea King would seem to be an ideal combination to ensure success, fishing the same North Sea grounds as the larger Lowestoft trawlers.

No doubt other owners at the port, frustrated by ever increasing fuel bills, have been casting envious glances at the new Boston Sea King since her arrival from the Hummer.

The second vessel of her class is expected to arrive at Lowestoft in about six months, and the third trawler is scheduled to enter service in approximately twelve months time — she will be named Boston Sea Ranger.

The object of the gap in time between the vessels being delivered is to allow for alterations and modifications to the design following operating experience with the first vessel.

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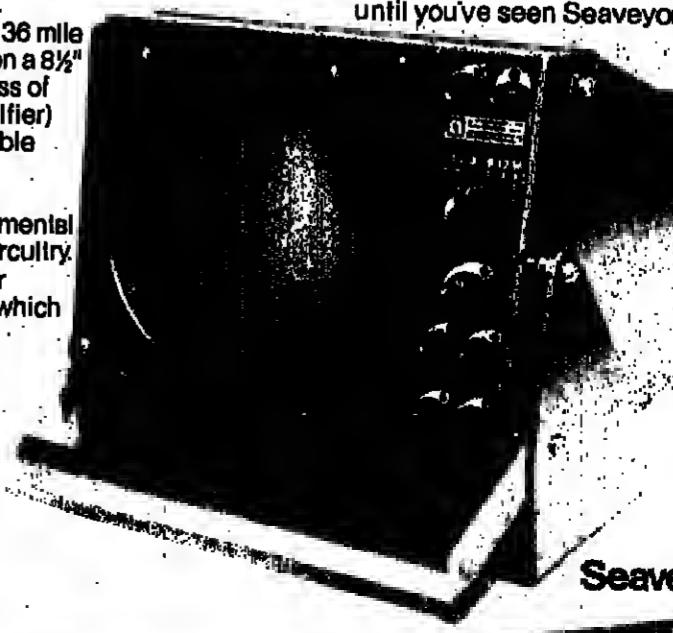
50% less units to install than the Kone KRA221

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**...an 85ft economy trawler**

THE LATEST, and perhaps the most impressive, of a growing number of smaller stern trawlers in the 70 to 90 ft. class entered service last month with Boston Deep Sea Fisheries at Lowestoft.

The group sub-contracted the job of building the trawler hull to the yard of John R. Hepworth & Co. at Paull. At this stage Boston Deep Sea Fisheries had considered operating one, or more, of the trio from North Shields.

Later it was decided to build all three vessels at Lowestoft.

In July of last year Boston Sea King was launched at Paull, than towed down to Drypool's Selby yard for fitting out — her place on the hull was to utilise the experience gained from the operation of the three very successful 118 ft. Boston Sea Dart class vessels.

Boston's main object in commissioning the design of this smaller class of wet fish stern trawler was to utilise the experience gained from the operation of the three very successful 118 ft. Boston Sea Dart class vessels.

The vessel has an overall length of 85 ft. (25.85m.) and a registered length of 78 ft. (23.96m.). Moulded beam is 24 ft. (7.3m.) and moulded depth 11 ft. 6 in. (3.5m.).

Faced with the task of putting a quart into a pint pot, the IDU eventually came up with what appeared to be a very promising design. In due

course, and with White Fish Authority approval, an order was placed for three vessels with the Humber-based Drypool Group.

An unusual feature in this size of vessel is the midships accommodation, and this was thought desirable from the point of view of crew comfort

engines have a continuing rating of 700 bhp with crankshaft speed of some 25 rpm.

The engine is run at constant speed and drives a Liana controllable pitch propeller through an integral reduction gearbox — the propeller speed being 25 rpm. There is a power take-off at the forward end of the engine which drives the machinery space classification, and is also designed to comply with all the latest Department of Trade, IMCO and insurance regulations.

The vessel has a full load service speed in excess of 10 knots, with very good manoeuvrability and keeping.

The hull form was tank-tested by the British Hovercraft Corporation in its tank on the Isle of Wight for a series of resistance, manoeuvrability and keeping trials.

All three vessels in this new pocket stern trawler class are powered by a Mirlaas-Blackstone type ETSL8M marine diesels, with 8 cylinders in line. These

engines have a continuing rating of 700 bhp with crankshaft speed of some 25 rpm.

The vessel's engines are automatically alarmed and de-activated with a repeat alarm to the chief engineer's cabin.

The main control wheel and auxiliary deck machinery is a low pressure hydraulic type by Hydraulics Bretvaaq of Norway. The equipment comprises a

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Above: deck layout is similar to See Dart. Above, right: See King's wheelhouse is fitted with Fishgraph K and Graphette K sounders. Right: 700 bhp Mirlaas Blackstone main engine.

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# Five Newlyn boats being sold off

FIVE trawlers in the Stevenson fishing fleet at Newlyn, Cornwall, have been put up for sale.

These are the four 74ft. steel pocket trawlers, built some 15 years ago, and a 30-year-old 75ft. wooden trawler.

This decision has been taken by the trawler firm, which has the largest fleet in the south west, because of the uncertain future of the fishing industry, plus the present high costs, with the severe inflation of recent years.

There are currently 14 boats in this Newlyn fleet, and the five advertised will be sold only as a fleet, at the end of this year, if a suitable price is offered.

It is not planned to buy other new trawlers to replace

these, for the firm will still have nine first-class units.

The Stevenson fleet landed over half of the white fish landed at Newlyn last year and, with its expanding export business, the firm is the biggest exporter of mackerel in the south west. The firm's lorries go nationwide and to the Continent.

Although there is a large number of fishermen and shore staff employed by the firm, it is not easy these days to get the men prepared to crew the larger boats.

This was nearly successful for at one stage *Clarkwood* was almost afloat, but a crashing wave forced her back on the rocks end, after four hours, the pounding seas began to take their toll of the trawler.

The steering system jammed and the vessel began taking in water. Only then did Skipper Charles Duncan and his men decide to leave.

They were winched to safety by a dredger busy by the Lowestoft markets were saturated.

Coupled with heavy Danish overland imports, barely touched by tariffs, some Grimsby vessels landing plaice felt they should have got a better price.

Frank Robertson, leader of the Scrabster Company, said on hearing of the Department of Trade Award: "We are all delighted; it's a tremendous boost."

His team of 20 include atomic energy authority workers, farmers and fishermen.

## FINDUS TO MOVE OUT

The remaining smoked production in Aberdeen will be transferred to the Cross and Blackwell factory at Peterhead and the fillet production to other Findus factories on Humberside.

The close down, to be completed by the end of 1978, will affect the jobs of 173 full-time, and just over 200 part-time, workers.

The shutdown is due to an alarming decline in the demand for the Aberdeen factory's products. The factory is the most modern in Europe and was opened in 1970.

Colin Birch, technical director, said the company invested £750,000 in Aberdeen to build the factory and it is particularly sad to announce its closure.

The Aberdeen factory, despite various economy and efficiency measures, has been running for 18 months at an unexpectedly high overhead cost level compared with the Humberside factories. The announcement continued that the firm could no longer afford to sustain this excess cost.

### Last chance for grants

APPLICATIONS for grants from the Common Market EECOGA fund must be in by February 29.

Waid Morgan Associates of Dundee offer a 48-hour service on applications — if it is given all the necessary information. This firm can be contacted on Dundee 20681.

**NEWLYN GRANT: EEC VISIT**

THE NORTH of England Development Council has issued a report spotlighting the plight of inshore fishermen at Redcar, Cleveland.

The fishermen now have to meet a 2,000 per cent rise in the Road Fund Tax to license tractors used to tow their cobles down to the sea.

The report has been issued in the hope that the appropriate authorities will take action to reduce the Road Fund Tax burden facing fishermen at the port.

Mr Thompson attended a meeting at Redcar in 1949 with the chief fisheries officer, the district inspector of fisheries, an officer of HM Customs and Excise and (he believes) someone from the local authority.

They all agreed unanimously that the tractor should be taxed at the agricultural rate.

However, official records of the meeting do not appear to exist!

All was well until July 29, last year, when a tractor driven by local fisherman Don Stockton, collided with a parked car on the Esplanade, Redcar, and led to a prosecution.

The defendant was charged with driving a tractor

**GRU — 100 MEN DOWN**

HULL Trawler Officers' Guild has lost about 100 skipper and mate members during the past year owing to the big reduction in the port's fishing fleet.

The guild's secretary, Skipper Tom Nisleen, reported this at the guild's annual meeting on Tuesday.

Commenting later to *Fishing News* he said: "Today we have discussed the falling membership, but there is little we can do about the matter if the owners are not running the ships owing to various difficulties the industry is facing. The situation could become even worse."

Hull guild re-elections were those of Skipper Jack Lilley as president and skipper T. Thresh, R. Waller, N. Beavers, R. Crickmore as vice-presidents.

The deaths during the past year of skippers Ken Thresh, Ron McCarthy and Lauri Oliver were marked.

**RSW TANKS CLEAN-UP**

TANK cleaning stations are being set up in Norway following research into refrigerated sea water systems aboard fishing vessels. It is thought that harmful gasses and bacteria can develop in the systems.

The tank systems need three or four thorough cleanings a year with a liquid designed to dissolve fat, oil and protein.

**Samarian scrapes a profit from top trip**

**SAMARIAN** (Skipper Johnny Waddington) came back from an 18-day Faroe trip last week with 875 kites, making water owners, for **Samarian** at 131ft. is typical of the vessels making up the backbone of this section.

In the past it was always been the distant water fleet which seemed in the gravest danger of collapse, but it is becoming painfully apparent that the squeeze is on everyone and, without some form of financial support very soon more and more vessels will be laid up.

"In all my nine years of experience in national negotiations and public inquiries on behalf of the inshore fishing industry, I have seldom come across a case of such blatant injustices to the cause of inshore fishing."

February 20, 1978

FISHING NEWS

### RESCUE AWARD

THE DEPARTMENT of Trade's award for the most outstanding rescue of 1976 has gone to Scrabster Auxiliary Coast Rescue Company.

It involved the Aberdeen trawler *Clarkwood* which ran aground near Downreey in August.

Nine of the crew were hauled to safety by staff from the nearby Dounreay Atomic Station, but the other four, including the skipper, remained on board in a bid to refloat the vessel.

These are terms coined for out-of-season fish landed about this time of the year when the flesh is usually a bit thinner than later in the season.

However, the abundant supplies did not please everyone and some vessel operators were annoyed about the plaice dumping at Grimsby because the Lowestoft markets were saturated.

Coupled with heavy Danish overland imports, barely touched by tariffs, some Grimsby vessels landing plaice felt they should have got a better price.

It was the first time since 1967 this trawler had made five figures.

The record grosser *St. Patrick* (£16,871 from 925 kts) and *Constance Banks* (£11,315 from 848 kts) also landed.

**Report puts coble plight in a 'nutshell'**

IT WAS the first time since 1967 this trawler had made five figures.

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## Owners hit at Lowestoft boats as 'Flabby' plaice floods market

FIVE Lowestoft trawlers invaded Grimsby last week and just about flooded the markets with what some fish merchants called 'upalong' or 'flabby' plaice.

These are terms coined for out-of-season fish landed about this time of the year when the flesh is usually a bit thinner than later in the season.

However, the abundant supplies did not please everyone and some vessel operators were annoyed about the plaice dumping at Grimsby because the Lowestoft markets were saturated.

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## MACKEREL FISHERIES END

AS THE most beetle winter mackerel season Cornwall has known begins to draw to a close, the Hull freezer trawler *Orsino* was due to leave the Cornish grounds to day (February 20).

The 1,100-ton BUT ship arrived in mid-November — and has been at the centre of a row over the dumping of dead mackerel.

This is strongly refuted by Derek Oswald, the BUT manager at Hull, who said: "She has been down there to catch fish, not dump it."

He said *Orsino* had done a series of 25-day trips, returning to Hull with catches of just under 500 tons for sale in the UK and on the

# Catches and Prices

## GRIMSBY

£2,206: *Ross Revenge*, BUT (Sk. J. Meadows), 1,693 kits, NC, 23 days.

£21,160: *Royal Lincs*, BUT (Sk. A. Hankin), 1,105 kits, I, 23 days.

£20,570: *Belgum*, Boston (Sk. J. Stevens), 1,073 kits, I, 25 days.

£19,645: *Northern Gift*, BUT (Sk. A. V. Meach), 960 kits, I, 23 days.

£14,265: *Gillingham*, Consolidated (Sk. J. Loades), 752 kits, I, 23 days.

£12,221: *Aldershot*, Consolidated (Sk. B. Jacklin), 653 kits, I, 26 days.

**Middle water**

£15,175: *Ross Tiger*, BUT (Sk. D. Avery), 1,139 kits, 14 days.

£14,950: *Erimo*, Taylor (Sk. G. Smith), 717 kits, 18 days.

£14,889: *Samarian*, Robinson (Sk. J. Waddingham), 875 kits, 18 days.

£14,577: *Ross Zebra*, BUT (Sk. G. Cunningham), 1,065 kits, 14 days.

£12,872: *Okino*, Taylor (Sk. J. McUrlich), 586 kits, 15 days.

**North Sea**

£11,673: *St. Patrick*, East Coast (Sk. D. Beasford), 925 kits, 15 days.

£11,315: *Coral Banks*, Hobson (Sk. D. Athorn), 642 kits, 12 days.

£11,047: *Suffolk Endeavour*, Hobson (Sk. K. Mayall), 553 kits, 13 days.

£6,992: *Loveden*, Lindsey (Sk. G. Ireland), 302 kits, 14 days.

£6,140: *Tom Grant*, Lindsey (Sk. A. Hatton), 234 kits, 13 days.

£5,818: *Lepanto*, Lindsey (Sk. R. Sinclair), 279 kits, 13 days.

**Seiners**

£2,661: *Macondi*, Sleight (Sk. L. Hojberg), 148 kits, NS, 16 days.

£1,749: *Rasinine*, Chapman (Sk. V. Thomsen), 75 kits, NS, 16 days.

£1,527: *Vendelbo*, Chapman (Sk. J. Thomsen), 76 kits, NS, 17 days.

£1,413: *Carlo*, Allard Hawson (Sk. G. Hansen), 74 kits, NS, 21 days.

£1,415: *M. Aaen*, Richardson (Sk. J. Jury), 50 kits, NS, 17 days.

£886: *Lindo Lise*, Richardson (Sk. C. Olesen), 40 kits, NS, 10 days.

**Pair Trawlers**

£9,146: *Frances Bajen*, (Sk. Jans Bojen), 483 kits, and £6,359: *Skanderborg*, (Sk. P. Pulfrey), 343 kits, both Sleight, NS, 11 days.

**HULL**

£52,130: *C. S. Forester*, Newington (Sk. R. Taylor), 2,776 kits, NC, 21 days.

£37,444: *Lard St. Vincent*, BUT (Sk. B. Turner), 2,302 kits, NS, 23 days.

£24,183: *Ross Resolution*, BUT (Sk. J. Trupp), 1,312 kits, I, 23 days.

£22,929: *Grampian Monarch*, North Star (Sk. R. Caton), 2,178 kits, NS.

£21,922: *Ross Siruis*, BUT (Sk. D. Whiting), 1,154 kits, I, 22 days.

£20,745: *Primella*, Marr (Sk. M. Patterson), 1,297 kits, I, 23 days.

£20,132: *Arctic Vandal*, Boyd (Sk. B. Hobson), 1,063 kits, I, 23 days.

£17,230: *Glen Moriston*, J. Marr (Sk. J. Chisholm), 1,022 kits, F.

£17,160: *Paria*, BUT (Sk. D. Grewar), 1,009 kits, I, 23 days.

£14,981: *Ross Attair*, BUT (Sk. D. R. Patterson), 732 kits, I, 21 days.

**Seiners**

£3,517: *Christianborg*, Boston, 176 kits, NS, 22 days.

£1,924: *Falkenborg*, Boston, 106 kits, NS, 23 days.

£1,733: *Svendborg*, Boston, 96 kits, NS, 24 days.

£1,579: *Visborg*, Boston, 85 kits, NS, 21 days.

**FLEETWOOD, Iceland**

£25,860: *Iwanra*, Marr, (Sk. A. G. Wignall), 1,896 kits, 22 days.

£23,771: *Norina*, Marr, (Sk. F. Wilson), 1,846 kits, 21 days.

£21,623: *Lunido*, Marr, (Sk. W. G. Reader), 1,270 kits, 19 days.

£17,806: *Boston Sterling*, Boston, (Sk. W. Bridge), 950 kits, 22 days.

**Home water**

£8,820: *David Wilson*, Hazael (Sk. J. H. Brunks), 108 kits, 14 days.

£5,928: *Boston Sea Hawk*, Bloomfield, 300 kits, 15 days.

£5,550: *Andrew Wilson*, Hazael (Sk. F. Thompson), 272 kits, 8 days.

£5,353: *Royalist*, Hawett (Sk. K. Bevere), 294 kits, 15 days.

£5,265: *Gillingham*, Consolidated (Sk. J. Loades), 752 kits, I, 23 days.

£5,221: *Aldershot*, Consolidated (Sk. B. Jacklin), 653 kits, I, 26 days.

**Middle water**

£15,175: *Ross Tiger*, BUT (Sk. D. Avery), 1,139 kits, 14 days.

£14,950: *Erimo*, Taylor (Sk. G. Smith), 717 kits, 18 days.

£14,889: *Samarian*, Robinson (Sk. J. Waddingham), 875 kits, 18 days.

£14,577: *Ross Zebra*, BUT (Sk. G. Cunningham), 1,065 kits, 14 days.

£12,872: *Tom Grant*, Lindsey (Sk. A. Hatton), 234 kits, 13 days.

£10,355: *Rowanlea*, BUT (Sk. J. Mair), 566 kits, WS, 9 days.

£9,845: *Cedarlea*, BUT (Sk. J. Campbell), 433 kits, WS, 10 days.

£7,788: *Craig Gowan*, Brucewood (Sk. P. Simpsun), 611 kits, WS, 9 days.

**ABERDEEN**

£15,902: *Scotish Princess*, North Star (Sk. A. Cockburn), 984 kits, F, 15 days.

£15,641: *Aberdeen Fisher*, Wood (Sk. G. McIntosh), 1,009 kits, F, 16 days.

£15,600: *Milwood*, Wood (Sk. J. Anderson), 953 kits, F, 18 days.

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